AIRCRAFT DISPATCHER

UNIT 1 – AIRCRAFT FLIGHT PLANNING

LESSON C – AIRCRAFT ORDERING PROCEDURES

INSTRUCTIONS TO THE INSTRUCTOR

Unit 1 is composed of four lessons; consider using more than one qualified instructor to teach this unit.

This lesson uses a combination of instruction and scenarios. The instructor should be familiar with the format of the scenarios as presented in the Student Workbook, the PowerPoint slides, and the Instructor Guide. Teaching points have been placed at the beginning of some scenarios. PowerPoint slides have been created that reflect the answers to the questions asked of the students; be sure not to show the slide to the class until students have had the opportunity to formulate their own responses.

Slides—typically Flight Requests and Resource Orders—may have two color areas. The red areas express the information that will come from the requestor to the aircraft dispatcher. The blue areas express the information that the aircraft dispatcher must provide on the Flight Request/Resource Order to secure the flight.

Scenario 1 will be presented as a walk-through exercise by the lead instructor to the entire class. The instructor will provide the answers and discuss questions as they arise.

Scenarios 2 - 5 will be presented as a group exercise to the entire class by the instructor. Scenario 2 has more information than Scenarios 3-5 as the instructor should be able to walk the students through the information without specific blocks identified in the Instructor Guide.

Scenarios 6 - 10 are to be presented as breakout exercises. Some of the material may be difficult for the groups. Discussion is encouraged to reach a solution to the scenario. This may be a trial-by-error situation but should be a worthwhile teaching method.

One blank Aircraft Resource Order and one blank Overhead Resource Order have been provided in the Student Workbook for each scenario (Scenarios 6-10). Instruct students that they may or may not need both Resource Orders to complete each scenario. Four extra blank Resource Orders (2 each—Aircraft and Overhead) have been provided at the end of Lesson 1C in the Student Workbook.

Keep the breakout exercises short and to-the-point. After the students discuss the scenario in their groups, the lead instructor will use the PowerPoint presentation to present the textbook answers to each scenario.

If time is a factor when Scenario 6 is reached, the instructor has the option of giving groups different scenarios and having those groups report their findings to the class. Ensure that the lecture material within the scenarios is discussed during the answer review process.

DETAILED LESSON OUTLINE

COURSE: Aircraft Dispatcher

UNIT: 1 – Aircraft Flight Planning

LESSON: C – Aircraft Ordering Procedures

TIME: 2 hours

TRAINING AIDS: Overhead projector or computer with CD-ROM and

computer projector; projection screen; markers, masking

tape or tacks; handouts; flip chart

OBJECTIVES: Given a simulated wildland fire incident, case study, or

exercise, students will be able to:

• Determine the type of form to be used when given a request for an aviation resource.

• List five critical elements required to begin processing a Flight Request.

• Determine the Resource Order(s) needed to process a tactical mission request.

OUTLINE	AIDS & CUES
INTRODUCE THE LESSON.	1C-01-ACDP-EP
PRESENT THE LESSON OBJECTIVES.	1C-02-ACDP-EP 1C-03-ACDP-EP

		OUTLINE	AIDS & CUES
WAL PRO AS N WITH ASSE THE LESS AND	VIDI EED H TH ESSIN SCE S EM		
I.	SCE	NARIO 1	1C-04-ACDP-EP
	Neva	quest is made for a point-to-point flight from Ely, ada, to Reno, Nevada, to drop off three BLM loyees for training.	
		TUDENTS TO UNIT 1A FOR DEFINITIONS E OF MISSION."	
	A.	Determine the Type of Mission	1C-05-ACDP-EP
		Is the mission	
		• Administrative	
		Non-Administrative	
		Tactical Fire	
		Tactical Non-Fire	
ANSV ADM		1C-06-ACDP-EP	

	OUTLINE	AIDS & CUES
SECTIONS 2 A INFORMATION STUDENTS. THE AIRCRAFT FOR DONE FOR THE NOT SELECT TO AIRCRAFT FOE THE STUDENT FOR THE SELECT		
B. Sele	ct the Appropriate Aircraft	1C-07-ACDP-EP
1.	Information Sources	
	• Use the Flight Request as a guide	
	 Lowest price is NOT always the least expensive 	
HOUR VERSUS THE STUDENT SLOWER AIRO	DIFFERENCE BETWEEN COST PER S AIR SPEED COMPARISONS WITH CS. A LESS EXPENSIVE RATE, CRAFT MAY COST MORE THAN AHER RATE AIRCRAFT.	
	 Aircraft Identification Guide, NFES 2393 	
	 Aviation Management Directorate (AMD) Web site (www.oas.gov) 	
	• Vendor	
2.	Factors to Consider When Hiring Aircraft	1C-08-ACDP-EP
	• Day/Night	
	• IFR/VFR (Instrument Flight Rules/Visual Flight Rules)	

			OUTLINE	AIDS & CUES
		•	Number of passengers—actual insured seats	
		•	Cargo-cubes and pounds	
DIMENSI MEET TH FLIGHT I DOORS C	ONS (HE WI BUT V OF TH MP PE	OF CA EIGH' WILL E AIF	DENTS THE ISSUE OF ARGO. SOME ITEMS MAY TREQUIREMENT FOR A NOT FIT THROUGH THE RCRAFT (E.G., ATMUS). PILOTS NNEL ARE EXCELLENT	
		•	Distance/Aircraft Speed	
		•	Runway/Elevation	
		•	Temperature/Weather—obtain pilot input	
	3.	Dete	ermine Source	1C-09-ACDP-EP
		a.	Local unit (contract or agency-owned)	
		b.	Adjoining units (contract or agency-owned)	
		c.	AMD Aircraft Rental Agreement (ARA)/Call-When-Needed (CWN)	
C.	Sele	ct the	Ordering Process	1C-10-ACDP-EP
	1.	Flig	ht Request	
	2.	Res	ource Order(s)	
		•	Aircraft	
			Helicopter	

		OUTLINE	AIDS & CUES				
	 Overhead 						
	• Equipment						
ANSWER FLIGHT	1C-11-ACDP-EP						
PAGES 10 WORKBO	C.43 A OOK.	ENTS TO THE FLIGHT REQUEST ON AND 1C.44 OF THE STUDENT USE SCENARIO 1 AS AN EXAMPLE TING THE FLIGHT REQUEST.	1C-01-ACDP-IR SW pages 1C.43 and 1C.44				
D.	Con	plete a Flight Request					
	1.	Supply the Cost-Account, Management Code(s)–Box 1	1C-12-ACDP-EP				
EXAMPL	E: NV	7-040-2810-HT					
	2.	Select the Flight Type and Desired Aircraft	1C-13-ACDP-EP				
A POINT-	TO-P	STATED IN THE SCENARIO, THIS IS OINT FLIGHT. AIRPLANE IS THE HAS BEEN SELECTED BY THE					
	3.	Identify the Mission Objective/Special Needs	1C-14-ACDP-EP				
ANSWER TRAININ		ANSPORT PERSONNEL FOR					
	4.	Supply the Passenger/Cargo Information—Box 2					
		• Name/Type of Cargo	1C-15-ACDP-EP				
EXAMPL	E:	REX LUTTRELL BILL DUNN RON TAYLOR					

	OUTLINE	AIDS & CUES
	Pounds/Cubic Feet	
EXAMPLE:	175 185 305	
	Airport Information	1C-16-ACDP-EP
	Depart Airport	
	 Destination Airport 	
EXAMPLE:	RNO	
	Return To	
EXAMPLE:	ELY	
5.	Flight Itinerary–Box 3	1C-17-ACDP-EP
	• Depart From	
EXAMPLE:	ELY	
	• Arrive At/ETA	
EXAMPLE:	RNO/0930	
E. Airo	eraft Information	
1.	Select a Source/Vendor	1C-18-ACDP-EP
	• Local	
	ARA/Contract	
	Agency-owned	
	 Exclusive-Use Contract 	
AN "ARA/CON SCENARIO.	TRACT" WAS SELECTED FOR THIS	

	OUTLINE	AIDS & CUES				
	2. Consult the ARA/Contract "Source List"	1C-19-ACDP-EP				
F.	Complete the Flight Request					
STUDENT THE AIR ON THE I THE INFO	REVIEW THE FIELDS IN BLUE WITH THE STUDENTS. THIS IS THE INFORMATION THAT THE AIRCRAFT DISPATCHER MUST COMPLETE ON THE FLIGHT REQUEST. THE RED FIELDS ARE THE INFORMATION THAT THE AIRCRAFT DISPATCHER RECEIVES FROM THE FLIGHT REQUESTOR.					
	Aircraft Information					
	• Flight Itinerary					
	Flight Following					
	Method of Resource Tracking					
	• Administrative					
	• Review–corresponds with analysis on the back of the form					
	THE BACK OF THE FLIGHT REQUEST IE STUDENTS.					
G.	Hazard Analysis and Dispatch/Aviation Manager Checklist	1C-21-ACDP-EP				
	1. Part I – Mission Flight Hazard Analysis					
	2. Part II – Dispatcher/Aviation Management Specialist Checklist					
	3. Part III – Approvals					
THE STU	TUDENTS TO PAGES 1C.45 AND 1C.46 OF DENT WORKBOOK FOR A COMPLETED REQUEST.	1C-02-ACDP-IR SW page 1C.45 and 1C.46				

		AIDS & CUES	
FLI STU	ESENT SC GHT INV JDENTS C THIS FLIC UT.		
II.	SCENAI	1C-22-ACDP-EP	
	_	is ordered to transport overhead from Redding, a, to Kalispell, Montana, for a fire ent.	
EXA	AMPLE:	CATHY JOHNSON, O-38, STCR MIKE BARRY, O-55, HCWN PROJECT ORDERS: MT KNF-013	
	The date	and time needed is today at 2200 MDT.	
	A. De	etermine the Type of Mission	1C-23-ACDP-EP
	Is	the mission	
	•	Administrative	
	•	Non-Administrative	
	•	Tactical Fire	
	•	Tactical Non-Fire	
CO OV	MPLETEI ERHEAD	FLIGHT REQUEST WILL BE D WHICH RESULTED FROM AN RESOURCE ORDER. THIS MAKES IT INISTRATIVE FLIGHT.	1C-24-ACDP-EF
REI FLI FLI ARI	TERATE PRESENT GHT REQ GHT REQ EAS THAT	1C-25-ACDP-EP	

	OUTLINE	AIDS & CUES
SOME AVIATI FIRST LINE OF BLANK IN CAS	X 3 OF THE FLIGHT REQUEST, ON DISPATCHERS LEAVE THE F THE "ARRIVE AT" SECTION SE THE AIRCRAFT DOES NOT ROM THE SAME LOCATION AS THE OR CARGO.	
B. Sele	ect the Appropriate Aircraft	
INFORMATIO	OVER THE SOURCES OF N. AS THE SCENARIOS PROGRESS, N WILL NOT BE MENTIONED.	
1.	Information Source	
	• Use the Flight Request as a guide	
	 Lowest price is NOT always the least expensive 	
	Aircraft Identification Guide	
	• AMD Web site (www.oas.gov)	
	• Vendor	
2.	Factors to Consider When Hiring Aircraft	1C-26-ACDP-EP
	• Day/Night	
REQUIRING T	R NIGHT CONDITION FLIGHT HE USE OF A MULTI-ENGINE IFR- OT AND AIRCRAFT.	
	• IFR/VFR	
	 Number of passengers–actual insured seats 	
	 Cargo-cubes and pounds 	

			OUTLINE	AIDS & CUES
		•	Distance/Aircraft Speed	
		•	Runway/Elevation	
		•	Temperature/Weather	
	3.	Det	ermine Source	
		a.	Local unit (contract or agency-owned)	
		b.	Adjoining units (contract or agency-owned)	
		c.	ARA/CWN	
C.	Sele	ect the	Ordering Process	
	1.	Flig	ght Request	
	2.	Res	source Order(s)	
		•	Aircraft	
		•	Helicopter	
		•	Overhead	
		•	Equipment	
			IGHT REQUIRES THE USE OF A AS STATED PREVIOUSLY.	1C-27-ACDP-EP
REQUES TO SEE I INFORM UNIQUE. MULTI-E	T. THE THE CNGIN	E PUI E STU N TH GREI NE AI	OT COMPLETE THE FLIGHT RPOSE OF THE SCENARIOS IS JUENTS CAN DETERMINE THE AT MAKES THE FLIGHT EN ARROW POINTS TO THE RCRAFT REQUIRED FOR IE AIRCRAFT SELECTED WAS	

			OUTLINE	AIDS & CUES
D.	Con	nplete a	a Flight Request	
	1.		ply the Cost-Account, Management e(s)–Box 1	
	2.	Sele	ct the Flight Type	
	3.	Iden Need	tify the Mission Objective/Special ds	
	4.	Supp Box	ply the Passenger/Cargo Information—	
		•	Name/Type of Cargo	
		•	Pounds/Cubic Feet	
TCDATA			F THE AIRCRAFT	
ISPAT(F THE AIRCRAFT	
ISPAT(F THE AIRCRAFT Airport Information	
ISPATO				
ISPATO			Airport Information	
ISPATO			Airport Information – Depart Airport	
ISPATO		•	Airport InformationDepart AirportDestination Airport	
ISPATO	CHER.	•	 Airport Information Depart Airport Destination Airport Return To 	
ISPATO	CHER.	•	Airport Information - Depart Airport - Destination Airport - Return To ht Itinerary–Box 3	
E.	5 .	Fligl	Airport Information - Depart Airport - Destination Airport - Return To ht Itinerary–Box 3 Depart From	
	5 .	Fligl • eraft In	Airport Information - Depart Airport - Destination Airport - Return To tht Itinerary–Box 3 Depart From Arrive At/ETA	
	5.	Fligl • eraft In	Airport Information - Depart Airport - Destination Airport - Return To tht Itinerary—Box 3 Depart From Arrive At/ETA formation	

	OUTLINE	AIDS & CUES
	- ARA/Contract	
	Agency-owned	
	 Exclusive-Use Contract 	
AN "ARA SCENAR	/CONTRACT" WAS SELECTED FOR THIS	S
	2. Consult the ARA/Contract "Source List"	,,
F.	Complete the Flight Request	
	• Aircraft Information	
A MULTI	OTE THAT THE AIRCRAFT SELECTED IS E-ENGINE AIRCRAFT WITH IFR CARDING ENIGHT FLIGHT.	
	• Flight Itinerary	
	Flight Following	
	Method of Resource Tracking	
	• Administrative	
	 Review–corresponds with analysis on the back of the form 	е
G.	Hazard Analysis and Dispatch/Aviation Manager Checklist	
	1. Part I – Mission Flight Hazard Analysis	
	2. Part II – Dispatcher/Aviation Management Specialist Checklist	

		OUTLINE	AIDS & CUES
SCE	SENT NARI VICE		
III.	SCE	NARIO 3	1C-28-ACDP-EP
	-	ecial-Use helicopter flight is being requested by ewistown Field Office, Montana BLM.	
	be fl	State Director and the Secretary of the Interior will ying the Lewis and Clark Trail along the Missouri r breaks.	
	A.	Determine the Type of Mission	1C-29-ACDP-EP
		Is the mission	
		• Administrative	
		• Non-Administrative	
		Tactical Fire	
		• Tactical Non-Fire	
	WER GHT.	THIS IS A TACTICAL NON-FIRE	1C-30-ACDP-EP
	B.	Special Mission Considerations—Senior Executive Service (SES)	1C-31-ACDP-EP
		• SES designations are given to individuals with ES-ratings—those above GS-15.	
		• The regular aircraft dispatcher should take the SES issues to the next dispatcher level.	
		• The aircraft dispatcher will still procure and flight follow the aircraft.	

		OUTLINE	AIDS & CUES
C.	Det	ermine Source	
D.	Sele	ect the Ordering Process	1C-32-ACDP-EP
ANSWER FLIGHT		IS FLIGHT REQUIRES THE USE OF A UEST.	
E.	Con	nplete a Flight Request	
	1.	Airport Information	
		• Depart Airport	
		• Destination Airport	
		• Return To	
	2.	Flight Itinerary–Box 3	
		• Depart From	
		• Arrive At/ETA	
F.	Airo	craft Information	
	1.	Select a Source/Vendor	
		• Local	
		ARA/Contract	
		Agency-owned	
		 Exclusive-Use Contract 	
AN "ARA SCENAR		TRACT" WAS SELECTED FOR THIS	1C-33-ACDP-EP
	2.	Consult the ARA/Contract "Source List"	

	OUTLINE	AIDS & CUES
G.	Complete the Flight Request	1C-34-ACDP-EP
	Aircraft Information	
	• Flight Itinerary	
	• Flight Following	
	Method of Resource Tracking	
	• Administrative	
	• Review—corresponds with analysis on the back of the form	ne
QUALIFI	WITH THE STUDENTS THAT A ED HCWN WAS ADDED TO THE FLIGHT AGENCY REQUIREMENTS.	
H.	Hazard Analysis and Dispatch/Aviation Manager Checklist	1C-35-ACDP-EP
	1. Part I – Mission Flight Hazard Analysis	
	2. Part II – Dispatcher/Aviation Management Specialist Checklist	
	3. Part III – Approvals	
FLIGHTS EACH AC D.C. ENS ATTAINE	STUDENTS THAT APPROVALS FOR SES ARE SOUGHT AND APPROVED BY SENCY'S SOLICTOR IN WASHINGTON, URE THAT PROPER APPROVAL IS D FOR THE FLIGHT.	

			OUTLINE	AIDS & CUES
IV.	SCE	ENAR	IO 4	1C-36-ACDP-E
	_	i fire c	helicopter, with crew and bucket, is ordered on the Dechuttes National Forest for initial	
	The	re are	no helicopters available on the local unit.	
	A.	Det	ermine the Type of Mission	1C-37-ACDP-E
		Is th	ne mission	
		•	Administrative	
		•	Non-Administrative	
		•	Tactical Fire	
		•	Tactical Non-Fire	
	ANSWER: THE TYPE OF FLIGHT IS TACTICAL FIRE.			1C-38-ACDP-EF
	B.	Det	ermine the Source	1C-39-ACDP-E
		1.	Local unit (contract or agency-owned)	
		2.	ARA/CWN	
		3.	Order through dispatch channels	
AVA ARA ALS NOF STU TAC	AILAI A/CW O, ST RMAI DEN' CTICA	BLE ON WILL TUDE DISI TS TO	CE THERE ARE NO HELICOPTERS ON THE LOCAL UNIT AND THE LL REQUIRE ORDERING A MODULE NTS SHOULD ORDER THROUGH PATCH CHANNELS. REFER O THEIR DAILY AIRCRAFT EPORT FOR POSSIBLE 'Y.	1C-40-ACDP-EI

		OUTLINE	AIDS & CUES
C.	Sele	ect the Ordering Process	1C-41-ACDP-EP
	1.	Flight Request	
	2.	Resource Order(s)	
		• Aircraft	
		• Helicopter	
		 Overhead 	
		• Equipment	
RESOUR RESOUR BRIEFLY STUDEN	CE OI CE OI CE OI CE OI	ETHER TO USE THE AIRCRAFT RDER FORM OR THE HELICOPTER RDER FORM. CUSS THE RESOURCE ORDER SINCE AVE PRIOR KNOWLEDGE OF RDER COMPLETION. ENSURE THAT	
FOR BLO	OCK 1	PPLY COMPLETE INFORMATION 1. THIS IS CRITICAL INFORMATION RAFT DISPATCHER.	
FOR BLO FOR AN REFER S DISPATO	OCK 1 AIRCI TUDE CHER BY-BI	PPLY COMPLETE INFORMATION 1. THIS IS CRITICAL INFORMATION RAFT DISPATCHER. ENTS TO APPENDIX A—AIRCRAFT JOB AID, PAGES 22 AND 23, FOR A LOCK TOOL FOR COMPLETING A	SW Appendix A pages 22 and 23
FOR BLO FOR AN A REFER S DISPATO BLOCK-	OCK 1 AIRCI TUDE CHER BY-BI CE OI	PPLY COMPLETE INFORMATION 1. THIS IS CRITICAL INFORMATION RAFT DISPATCHER. ENTS TO APPENDIX A—AIRCRAFT JOB AID, PAGES 22 AND 23, FOR A LOCK TOOL FOR COMPLETING A	
FOR BLO FOR AN A REFER S DISPATO BLOCK-I RESOUR	TUDE CHER BY-BI CE OI	PPLY COMPLETE INFORMATION 1. THIS IS CRITICAL INFORMATION RAFT DISPATCHER. ENTS TO APPENDIX A—AIRCRAFT JOB AID, PAGES 22 AND 23, FOR A LOCK TOOL FOR COMPLETING A RDER.	pages 22 and 23
FOR BLO FOR AN A REFER S DISPATO BLOCK-I RESOUR	TUDE CHER BY-BI CE OI	PPLY COMPLETE INFORMATION 1. THIS IS CRITICAL INFORMATION RAFT DISPATCHER. ENTS TO APPENDIX A—AIRCRAFT JOB AID, PAGES 22 AND 23, FOR A LOCK TOOL FOR COMPLETING A RDER. lusive-Use Helicopters	pages 22 and 23

			OUTLINE	AIDS & CUES
		3.	Vendor-provided fuel truck	
		num	of the above are included in the "A" request aber. Document the information under source Assigned."	
	NARI	O AI	CNARIO 5 TO THE STUDENTS. THIS DDRESSES CALL-WHEN-NEEDED AFT.	
V.	SCE	NARI	IO 5	1C-44-ACDP-EP
	•	-	helicopter is needed for a fire on the Cache National Forest.	
	No h	elicop	oters are available on the local unit.	
	A.	Dete	ermine the Type of Mission	1C-45-ACDP-EP
		Is th	ne mission	
		•	Administrative	
		•	Non-Administrative	
		•	Tactical Fire	
		•	Tactical Non-Fire	
ANSV FIRE	———	: THI	S TYPE OF FLIGHT IS TACTICAL	1C-46-ACDP-EP
	B.	Dete	ermine the Source	1C-47-ACDP-EP
		1.	Local unit	
		2.	ARA/CWN	
		3.	Order through dispatch channels	

		OUTLINE	AIDS & CUES
C.	Call	l-When-Needed	1C-48-ACDP-EP
	1.	Type 1 and Type 2 helicopters are available under national contract.	
	2.	Must be ordered through normal dispatch channels to the National Interagency Coordination Center (NICC)	
D.	Call	l-When-Needed Helicopters Specifics	1C-49-ACDP-EP
	1.	Does not include dedicated crew or support vehicle	
	2.	Requires a "module" prior to incident assignment	
		• Type 3–one helicopter manager plus two helicopter crew members	
		• Type 2–one helicopter manager plus three helicopter crew members	
		• Type 1–one helicopter manager	
HELICOI FHROUG ORDERII	PTER SH 1C NG PI	OF AVAILABILITY, A CWN IS NEEDED. SLIDES 1C-51-ACDP-EP -53-ACDP-EP REPRESENT THE ROCESS FOR OBTAINING A CWN AND MODULE.	
E.	Sele	ect the Ordering Process	
	1.	Flight Request	
	2.	Resource Order(s)	
		 Aircraft 	
		• Helicopter	

		OUTLINE	AIDS & CUES	
		• Overhead		
		• Equipment		
ORDERS PLACED ORDER (MODULE THE AIR THAT THE THROUG	THIS FLIGHT REQUIRES THAT TWO RESOURCE ORDERS BE COMPLETED. THE HELICOPTER IS PLACED ON EITHER THE AIRCRAFT RESOURCE ORDER OR A HELICOPTER ORDER. THE MODULE IS PLACED ON AN OVERHEAD ORDER. THE AIRCRAFT DISPATCHER NEEDS TO ENSURE THAT THE ORDER FOR THE MODULE IS PLACED THROUGH THE DISPATCHER IN CHARGE OF OVERHEAD ORDERING.			
DOCUME AIRCRAI	ENTA' FT OR	ESOURCES HAVE BEEN ASSIGNED, TION SHOULD BE MADE ON THE ROBER TO CORRESPOND WITH THE ESOURCE ORDER.	1C-53-ACDP-EP	
F.		Attack/Lead Plane/Aerial Supervision dules	1C-54-ACDP-EP	
	1.	Aerial Supervision		
		Supervision and coordination over incidents involving multiple aircraft or a mix of fixed- or rotor-wing aircraft		
	2.	Functions of Aerial Supervision	1C-55-ACDP-EP	
		• "On-scene" traffic manager		
		 Safety observer for ground personnel 		
		• Recommends aircraft needs		
		 Recommends Temporary Flight Restrictions (TFR) 	1C-56-ACDP-EP	

	OUTLINE	AIDS & CUES
	 Develops and implements communications plan 	
	 Makes tactical and logistical recommendations 	
3.	Situations Requiring Aerial Supervision	1C-57-ACDP-EP
	• Congested airspace	
	Multiple aircraft over incident	
	• Canadian or Modular Airborne Firefighting Systems (MAFFS)	
	• Adverse conditions (visibility, terrain, weather)	
4.	Positions that may perform aerial supervision	1C-58-ACDP-EP
	 Air Tactical Group Supervisor (ATGS)—the most qualified and most common 	
	• Lead plane (LEAD)	
	• Airtanker Coordinator (ATCO)	
	Helicopter Coordinator (HLCO)	
THIS MAY BE SHORT BREAD	A GOOD OPPORTUNITY FOR A K.	

OUTLINE	AIDS & CUES
SCENARIOS 6 THROUGH 10 ARE TO BE COMPLETED IN BREAKOUT GROUPS.	1C-03-ACDP-IR THRU 1C-08-ACDP-IR
ENCOURAGE STUDENTS TO WORK WITH ONE ANOTHER TO DETERMINE THE PROCESS FOR SECURING AN AIRCRAFT FOR THE FLIGHTS. TWO BLANK RESOURCE ORDERS (ONE EACH—AIRCRAFT AND OVERHEAD) HAVE BEEN PROVIDED IN THE STUDENT WORKBOOK FOR	IC-08-ACDP-IR
EACH SCENARIO. TELL STUDENTS THAT THEY MAY OR MAY NOT NEED BOTH RESOURCE ORDERS TO COMPLETE EACH SCENARIO. STUDENTS NEED ONLY CONCENTRATE ON	SW page 1C.47 THRU
BLOCK 12 OF THE RESOURCE ORDERS WHEN COMPLETING THE SCENARIOS. ADDITIONAL BLANK RESOURCE ORDERS (2 EACH) HAVE BEEN PROVIDED ON PAGES 1C.47 THROUGH 1C.50 IN THE STUDENT WORKBOOK. DISCUSS THE TEXTBOOK ANSWERS WITH STUDENTS	SW page 1C.50
AFTER EACH SCENARIO. REFER STUDENTS TO SCENARIO 6 ON PAGE 1C.20 OF THE STUDENT WORKBOOK. THIS SCENARIO ADDRESSES THE PROCESS FOR ORDERING AIR ATTACKS. STUDENTS MAY NOT HAVE ALL THE KNOWLEDGE REQUIRED TO SEPARATE THIS INTO TWO RESOURCE ORDERS. THIS MAY BE A TRIAL-BY-ERROR SCENARIO.	
VI. SCENARIO 6	1C-59-ACDP-EP 1C-03-ACDP-IR SW page 1C.20
Two air attacks have been ordered for Nevada. One will be pre-positioned in Winnemucca; the other in Battle Mountain.	

		OUTLINE	AIDS & CUES
0		attack with ATGS is available in Minden. To	
A	\.]	Determine the Type of Mission	1C-60-ACDP-EP
]	s the mission	
	•	Administrative	
	•	Non-Administrative	
	•	Tactical Fire	
	•	Tactical Non-Fire	
ANSWI ADMIN PRE-PO	NIST	1C-61-ACDP-EP	
В	3	Select the Ordering Process	
	-	. Flight Request	
	2	2. Resource Order(s)	
		 Aircraft 	
		• Helicopter	
		 Overhead 	

		OUTLINE	AIDS & CUES
REFER 1C.23 OI SCENAI AIRTAN			
VII. SC	ENARI	O 7	1C-65-ACDP-EP 1C-04-ACDP-IR SW page 1C.23
		er is being ordered for initial attack for a fire shone National Forest in Wyoming.	
Mo	ontana, a	t airtanker is located in West Yellowstone, and can be ordered direct due to an initial sement between the units.	
A.	Dete	ermine the Type of Mission	1C-66-ACDP-EP
	Is th	e mission	
	•	Administrative	
	•	Non-Administrative	
	•	Tactical Fire	
	•	Tactical Non-Fire	
ANSWE	R: THE	E TYPE OF FLIGHT IS TACTICAL	1C-67-ACDP-EP
B.	Sele	ct the Ordering Process	
	1.	Flight Request	
	2.	Resource Order(s)	
		• Aircraft	
		• Helicopter	

	OUTLINE	AIDS & CUES
	 Overhead 	
	• Equipment	
	R: THIS FLIGHT REQUIRES THE USE OF RAFT RESOURCE ORDER.	1C-68-ACDP-EP 1C-69-ACDP-EP 1C-70-ACDP-EP
NFORM ONCER UPERV	YOU BEGIN SCENARIO 8, ATION MUST BE RELAYED NING LEAD PLANES/AERIAL ISION MODULES. REFER STUDENTS TO .27 OF THE STUDENT WORKBOOK.	SW page 1C.27
III. SCE	ENARIO 8	
Lea	d Plane/Aerial Supervision Module (ASM1)	1C-71-ACDP-EP
A.	Lead Plane Operations	
	Use of an aircraft to make low-level passes through retardant drop areas to assess flight conditions and hazards, and to identify targets	
	• Works for the ATGS	
	• Authorized to fly below 500 feet AGL	
B.	Specific Duties	1C-72-ACDP-EP
	• Communicates with airtanker pilots	
	• Checks for aerial hazards	
	 Assigns specific tasks to individual airtankers 	
	• May perform ATGS functions	
	 Coordinates with ATGS for safe separation of aircraft 	1C-73-ACDP-EP

	OUTLINE	AIDS & CUES
•	Pilot must be qualified as "Lead Plane Pilot"	
•	Requests for lead planes may be filled with an ASM1 and perform dual roles.	
C. Si	tuations Requiring a Lead Plane	1C-74-ACDP-EP
•	Dropping retardant in congested areas (e.g., airspace, urban interface, aerial hazards)	
THE FAA DE CONGESTED	SCRIBES, BUT DOES NOT DEFINE, AREAS.	
•	Multiple airtankers (more than two)	
•	Canadian airtankers	
•	MAFFS	
1C.29 OF THI	DENTS TO SCENARIO 8 ON PAGE E STUDENT WORKBOOK. THIS S A STRAIGHT-FORWARD LEAD ER.	1C-05-ACDP-IR SW page 1C.29
-	ane is being ordered for a fire outside of nction, Colorado.	1C-75-ACDP-EP
	ane is on duty at the Grand Junction Air	
A lead pl Center.	ane is on duty at the Grand Junction Air etermine the Type of Mission	1C-76-ACDP-EP
A lead pl Center. D. De	·	1C-76-ACDP-EP
A lead pl Center. D. De	etermine the Type of Mission	1C-76-ACDP-EP

		OUTLINE	AIDS & CUES
	•	Tactical Fire	
	•	Tactical Non-Fire	
ANS FIR		E TYPE OF FLIGHT IS TACTICAL	1C-77-ACDP-EP
	E. Sele	ect the Ordering Process	
	1.	Flight Request	
	2.	Resource Order(s)	
		 Aircraft 	
		• Helicopter	
		 Overhead 	
		• Equipment	
		IS ELICUT DECLUDES THE LISE OF	1C 79 ACDD ED
		IS FLIGHT REQUIRES THE USE OF Γ RESOURCE ORDER.	1C-79-ACDP-EP
REF 1C.3 SCE ORI	AIRCRAFT FER STUDE 33 OF THE CNARIO AI	T RESOURCE ORDER. ENTS TO SCENARIO 9 ON PAGE STUDENT WORKBOOK THIS DDRESSES THE PROCESS FOR N INITIAL ATTACK LOAD OF	1C-78-ACDP-EP 1C-79-ACDP-EP 1C-80-ACDP-EP 1C-06-ACDP-IR SW page 1C.33
REF 1C.3 SCE ORI	AIRCRAFT FER STUDE 33 OF THE ENARIO AI DERING A	T RESOURCE ORDER. ENTS TO SCENARIO 9 ON PAGE STUDENT WORKBOOK THIS DDRESSES THE PROCESS FOR N INITIAL ATTACK LOAD OF ERS.	1C-79-ACDP-EP 1C-80-ACDP-EP 1C-06-ACDP-IR
REF 1C.3 SCE ORI SMO	AIRCRAFT SER STUDE SOF THE CNARIO AI DERING AI DKEJUMP SCENARI An initial	T RESOURCE ORDER. ENTS TO SCENARIO 9 ON PAGE STUDENT WORKBOOK THIS DDRESSES THE PROCESS FOR N INITIAL ATTACK LOAD OF ERS.	1C-79-ACDP-EP 1C-80-ACDP-EP 1C-06-ACDP-IR SW page 1C.33

		OUTLINE	AIDS & CUES
A.	Det	ermine the Type of Mission	1C-82-ACDP-EP
	Is th	ne mission	
	•	Administrative	
	•	Non-Administrative	
	•	Tactical Fire	
	•	Tactical Non-Fire	
ANSWER FIRE.	R: THI	E TYPE OF FLIGHT IS TACTICAL	1C-83-ACDP-EP
B.	Sele	ect the Ordering Process	
	1.	Flight Request	
	2.	Resource Order(s)	
		 Aircraft 	
		• Helicopter	
		 Overhead 	
		• Equipment	
		S FLIGHT REQUIRES THE USE OF D RESOURCE ORDER.	1C-84-ACDP-EP
STUDEN' IS GIVEN NUMBER NAMES (RESOUR DISPATO	TS. NO NAN ' R. YOU OF TH CE O CHER	RESOURCE ORDER WITH THE OTE THAT THE LOAD OF JUMPERS 'I-A" NUMBER INSTEAD OF AN "O" U DO NOT HAVE TO INCLUDE THE HE SMOKEJUMPERS ON THE RDER. THE AIRCRAFT WILL RECEIVE A SPOTTER ACH TO THE RESOURCE ORDER.	1C-85-ACDP-EP

		OUTLINE		AIDS & CUES
1C.3 SCE ORI SMO HAY MU	37 OF ENARI DERIN OKEJ VE EX LTIPI	TUDENTS TO SCENAR THE STUDENT WORK D ADDRESSES THE PI G A BOOSTER ORDER UMPERS. STUDENTS IN PERIENCE WITH THE E RESOURCE ORDER R TRIAL-BY-ERROR B	BOOK. THIS ROCESS FOR R OF MAY OR MAY NOT E NEED FOR S. THIS MAY BE	1C-07-ACDP-IR SW page 1C.37
X.	SCE	NARIO 10		1C-86-ACDP-EP
		okejumper booster order e Mountain.	has been placed to cover	
	•	are requesting an aircraft in in Battle Mountain.	to deliver them and	
	A.	Determine the Type of M	Mission	1C-87-ACDP-EP
		Is the mission		
		• Administrative		
		Non-Administrativ	ve	
		• Tactical Fire		
		• Tactical Non-Fire		
		THE TYPE OF FLIGHTRATIVE.	IT IS NON-	1C-88-ACDP-EP
	B.	Select the Ordering Proc	eess	
		1. Flight Request		
		2. Resource Order(s))	
		• Aircraft		
		• Helicopter		

	OUTLINE	AIDS & CUES
	Overhead	
	• Equipment	
AN OVER SMOKEJU SEPARAT	THIS FLIGHT REQUIRES THE USE OF HEAD RESOURCE ORDER FOR THE UMPERS—EACH JUMPER LISTED ELY AND AIRCRAFT ORDER TO ORT THE JUMPERS TO BATTLE IN.	1C-89-ACDP-EF 1C-90-ACDP-EF 1C-91-ACDP-EF
XI. OTH	ER AIRCRAFT ORDERS	1C-92-ACDP-EF
	TUDENTS TO PAGE 1C.41 OF THE TWORKBOOK.	SW page 1C.41
	UDENTS THAT A NEW "A" NUMBER IS ED WHEN YOU ORDER A NEW CE.	
A.	Temporary Flight Restrictions	
B.	FAA Towers	
NORMAL	REQUENCIES ARE ORDERED VIA THE DISPATCH CHANNELS THROUGH THE LA INTERAGENCY RADIO SUPPORT NIRSC).	
C.	Radio Frequencies	
D.	Reconnaissance Aircraft	
E.	Infrared Flights	
REVIEW	LESSON OBJECTIVES.	1C-93-ACDP-EP
ASK THE QUESTIO	STUDENTS IF THERE ARE ANY NS	1C-94-ACDP-EP

AIRCRAFT DISPATCHER

UNIT 1 – AIRCRAFT FLIGHT PLANNING

LESSON C – AIRCRAFT ORDERING PROCEDURES

INSTRUCTOR REFERENCES

Reference No. Description

1C-01-ACDP-IR Flight Request

1C-02-ACDP-IR Completed Flight Request

1C-03-ACDP-IR Scenario 6

1C-04-ACDP-IR Scenario 7

1C-05-ACDP-IR Scenario 8

1C-06-ACDP-IR Scenario 9

1C-07-ACDP-IR Scenario 10

1C-08-ACDP-IR Blank Resource Orders

NOTES

Econom 0400 1s				INITE	STATES				-		Change #	6. Aircraft Information	tion		
(May 1993)			DEPA	TMENT (DEPARTMENT OF THE INTERIOR	TERIOR)				
		AIR	BUREA ICRAFT F	UOF LAP	ND MANA	BUREAU OF LAND MANAGEMENT AIRCRAFT FLIGHT REQUEST/SCHEDULE	三					FAA N#			
1. Initial request information	nation			Cost-Accoun	Cost-Account/Management Code(s)	rt Code(s)			Billee Code (OAS A/C only)	OAS A/C on	(A)	Hight Schedule No.	No.		PAX Seats
Initial Date/Time To/From	o/From	Phone	Phone Number									Make/Model			
												Calor			
Check one: Point-to-Point Flight	nt-to-Point Flig]0	Mission Flight	4	Desir	Desired A/C Type:	Helicopter	0	Airplane			Vendor			
Mission Objective/Special Needs:	pecial Needs:											Phone No.			
						٠.						Filot(s)			
2. Passenger/Cargo Information - Indicate Chief of Party with an	formation - Ind	leate Chief	of Party wit	ih an asterisk (*)	k(*)										
NAME/TYPE OF CARGO	CARGO	LBS OR CU FT	PROJECT ORDER/ REQUEST NO.		DEPT	DEST	RETURN TO	NAME	NAME/TYPE OF CARGO	RGO	LBS OR CU FT	PROJECT ORDER/ REQUEST NO.	DEPT ARPT	DEST ARPT	RETURN TO
i de la companya de l															
3. Flight line ary (For Mission-Type Flights, Provide Points of Der	r Mission-Type	· Flights, Pro	ovide Points	of Departure	Arrival and	parture/Arrival and Attach Map with Detailed Flight Route and Known Hazards Indicated)	th Detailed Fi	ight Route an	d Known Haz	zards Indicat	(F)				
DEPART WITH	_	DEPAI	DEPART FROM	ш	ENROUTE	¥	ARRIVE AT		DROP OFF	FF		KEY POINTS		\dashv	INFO RELAYED
Date No. Pax L	Lbs. Airp	Airport/Place	GIE	ATD	ETB	Airport/Place	ETA	ATA	No. Pax 1	_	op-Off Points,	Drop-Off Points, Refueling Stops, Flight Check-ins, Pickup Points	eck-ins, Pickup	Points	To/From
					+										
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					+										
					+										
4. Flight Following				7	5. Method of	5. Method of Resource Tracking:	sking:				7.	7. Administrative	∞i	Review (If applicable)	icable)
☐ FAA IFR	ر	Satellite	és.	ASS 118 - 1 - 11			Phone		Radio			Type of Payment Document:		Hazard Analysis	nalysis
FAA VFR With Check-in Every.	th Check-in Eve	ery	- Minutes To		75 S	To Scheduling Dispatcher @	atcher @		(Phone Number)	(F		FS 6500-122		Jensteh/	Aviation
										î			, 	Mgr. Checklist	cklist
Agency VFR With Check-in via radio Every.	With Check-in v	ency via radio Ev	ľ	Minutes	D Piệt	Prior to Takeoff	Each Sto	Each Stop Enroute	☐ Amiv	Arrival at Destination		Other: Route Document To:		Other:	
Frequency(ies):	ë				<u> </u>	(Other	(Other Office)	B)	(Phone	(Phone Number)		3 O	-		
				200				,			ĸ	Close-out Closed by: Date/Time:	l by: ime:		
(Hazard Analysis and Dispatch/Aviation Manager Checklist on reverse)	Dispatch/Aviatio	on Manager	· Checklist on	reverse)											

HAZARD ANALYSIS AND DISPATCH/AVIATION MANAGER CHECKLIST

Millany Training Routes (MTRs) or Special-Use Towers and bridges Anax LavaDine ELEV (MSL) Coder actiol observations content and the process of the	I. MISSION FLIGHT HAZARD ANALYSIS (Fire flig checked, have been identified on flight itinerary map,	ghts exempt provided a pre-approved plan is in place). The f, and will be reviewed with Pilot and Chief-of-Party prior to flig	MISSION FLIGHT HAZARD ANALYSIS (Fire flights exempt provided a pre-approved plan is in place). The following potential hazards in the area of operations have been checked, have been identified on flight itinerary map, and will be reviewed with Pilot and Chief-of-Party prior to flight:
Areas of high-density air taffic (airports): Commercial or other aircraft carding air taffic (airports): Died flight time(duty day limitations and daylight/darkness factors arross canyons Wires/bransmission lines; wires along rivers or streams or across canyons Weather factors: wind, thundenstorms, etc. II. DISPATCHER/AVIATION MANAGEMENT CHECKLIST Pilot and aircraft carding checked with source list and vender, carding meets requirements OR, Nocessary approvals have been obtained for perform agovernment agency aircraft and pilots or other capability to perform mission safety has been sakeduled compensor. All DOI passengers have received required aircraft carding checked with sufficient assigned to the high (noted on reverse) OR, Nocessary approvals have been obtained for capability to perform mission safety has been assigned to the high (noted on reverse) All DOI passengers have received required astronal detailed acreated coperators. Bureau Aircraft Chief-of-Party/Pilot checklist and is aware of its use.	1		☐ High elevations, temperatures, and weights:
Wires/mannistion lines; wires along rivers or attents of actions and streams of actions and adaptications of actions and adaptications of actions and actions and actions and actions and actions and vendor, carding meets requirements II. DISPATCHER/AVIATION MANAGEMENT CHECKLIST Pilot and aircraft carding checked with source list and vendor, carding meets requirements OR, Necessary approvals have been obtained for use of to uncarded cooperator, military, or other use of uncarded cooperator, military, or other capability to perform mission safely has been assigned to the flight (noted on reverse) All DOI passengers have received required aircraft safety training. All DOI passengers have received required aircraft chief-of-Party will be furnished with Chief-of-Party/Pilot checklist and is aware of its use.	Anispace (MOAs, Aestituted Aneas, etc.) Areas of high-density air traffic (airports);		MAX LANDING ELEV (MSL)
Wirea/fransmission lines; wires along rivers or streams or across canyons Weather factors: wind, thunderstorms, etc. II. DISPATCHER/AVIATION MANAGEMENT CHECKLIST Pilot and aircraft carding checked with source list and vendor, carding meets requirements OR, Necessary approvals have been obtained for use of uncarded cooperator, military, or other use of uncarded cooperator, military, or other use of uncarded cooperator, military, or other capability to perform mission safely has been computed and internation manager will present detailed sireral safety training. OR, Aviation manager will present detailed safety briefing prior to departure Burean Aircraft Chief-of-Party will be furnished with Chief-of-Party/Pilot checklist and is aware of its use.	Commercial or other aircraft		MIN FLIGHT ALTITUDE AGL
Weather factors: wind, thunderstorms, etc. I. DISPATCHER/AVIATION MANAGEMENT CHECKLIST Pilot and aircraft carding checked with source list and vendor, carding meets requirements OR, Necessary approvals have been obtained for use of unacted cooperator, military, or other capability to perform mission safety has been sasted directly and an aircraft with sufficient capability to perform mission safety has been sasted directly for non-fire low-level missions sackeduled OR, Aviation manager will present detailed saircraft safety training. OR, Aviation manager will present detailed safety biefing prior to departure Sureau Aircraft Chief-of-Party will be furnished with Chief-of-PartyPilot checklist and is aware of its use.	Wires/transmission lines; wires along rivers streams or across canyons	SUNRISE	
II. DISPATCHER/AVIATION MANAGEMENT CHECKLIST Pilot and aircraft carding checked with source list and vendor, carding meets requirements and vendor, carding and resource tracking are quirements have been identified communications and resource tracking are quirements have been dentified and vendor, carding meets requirements and vendor, carding meets requirements and vendor, carding and resource tracking are quirements have been identified communications cannot be maintained communications complicated mit another and vendor that an aircraft with sufficient communications cannot be maintained communications amounted to consider to the flight forted or reverse) All DOI passengers have received required assigned to the flight (noted on reverse) Chief-of-Party pilot checklist and is aware of its use Chief-of-PartyPilot checklist and is aware of its use	☐ Weather factors: wind, thunderstorms, etc.	SUNSET	Other
Pilot and aircraft carding checked with source list and vendor, carding meets requirements agracy ancraft and pilots are of present and pilots. Check with vendor that an aircraft with sufficient capability to perform mission safely has been assigned to the flight (noted on reverse) All DOI passengers have received required assigned to the flight (noted on reverse) All DOI passenger will present detailed astery training and received required and is aware of present detailed with Chief-of-Party Will be furnished with Chief-of-Party Will be furnished with Chief-of-Party/Pilot checklist and is aware of its use		Limited flight following communications	
Pilot and aircraft carding checked with source list and various manager with source list and various medical gradients requirements have been identified. OR, Necessary approvals have been obtained for unit if flight crosses jurisdictional boundaries and government agency aircraft and pilots Check with vendor that an aircraft with sufficient capability to perform mission safely has been sachduled Check with vendor that an aircraft with sufficient capability to perform mission safely has been sachduled Oralified Aircraft Chief-of-Party has been completed and is attached control of proceeding prior to departure OR, Aviation manager will present detailed asfety briefing prior to departure bureants of its use OR, Aviation perform mission safely briefing prior to departure detailed asfety briefing prior to departure bureants of its use	DISPATCHER/AV	N MANAGEMENT CHECKLIST	
	l		NOTE: Reference Handbook 9420 for approval(s) required. A. MISSION FLIGHT: Hazard Analysis Performed By: (Chief-of-Party Signature) B. MISSION FLICHTS: Hazard Analysis Reviewed By: (Dispatcher or Aviation Manager Signature Required) C. If Non-Fire, One-Time (Non-Recurring), Special-Use Mission, Signature of Line Manager is Required**: (Line Manager Signature) (Line Manager Signature) (Authorized Signature)

CW	8	# SEATS:	•		35			F RETURN T TO					INFO RELAYED	TO/FROM		•						8. REVIEW (if applicable)	Hazard Analysis	Performed	Dispatch/Aviation Mgr Checklist	Other:	OSED 2Y:
6838	WBC0028	**		_	5-010	al A		DEST AMPT						ip Points								REVIEW (Ţ			ā	0-AC
FAA N#: N#6838CM	#: WB	C-340	Blue/White	Aero	775-885-0105	John Kelly		DEPT ARPT						eck-ins, Picku		West						8	ment:		×		CLOSED BY:
6. AIRCHAFT F.	BILLEE CODE (OAS A/C only) FLIGHT SCHEDULE #:	IODEL:	COLOR: Blue	VENDOR:	PHONE #: 7	PILOT(S):		PROJECT ORDER/ REQUEST NO.				provide points of Departure/Arrival and attach Map With Detailed Flight Route and Known Hazards Indicated)	KEY POINTS	Drop-Off Points, Refueling Stops, Flight Check-ins, Pickup Points	up 3 PAX	3 PAX @ Jet						7. ADMINISTRATIVE	Type of Payment Document:	(A) DAS-23 or () DAS-2 () FS 6500-122	OTHER:	Route Document To:	9. CLOSE-OUT CLC
	3 A/C only)						ttv.	LBS OR CU FT				e and Know		Drop-Off Point	Pick up	0/0									Destination		
CHANGE #:	e code (oA	6090))	Helicopter (X) Airplane			HIEF-OF-PAR	CARGO				d Flight Rout	DROP OFF	sej ja						_				800-633-6097	() Each Stop Enroute X) Arrival At Destination		
CHA	91116			icopter (OW IS	NAME/TYPE OF CARGO				h Detaile		No. Pax		က) RADIO	0-633	(PHONE NUMBER)		
							TED BE	NAN				Map Wit		ATA	0	2		_				KING	- H	80	PHON	(
	:00E(S):	부		/C TYPE:			NOER LIS	RETURN TO	ELY	ELY	ELY	nd attach	ARRIVE AT	ETA	0800	0915						CE TRA		atcher @	() Eacl		(PHONE NUMBER)
T/FLIGHT SCHEDULE	COST-ACCOUNT/MANAGEMENT CODE(S):	NV-040-2810-HT		DESIRED A/C TYPE: (лд Б	INDICATE BY ASTERISK WHICH PASSENGER LISTED BELOW IS CHIEF-OF-PARTY.	DEST F	ELY RNO	ELY RNO	ELY RNO	ture/Arrival a		Airport/Place	ELY	RNO						5. METHOD OF RESOURCE TRACKING:	(X) PHONE	(X) To Scheduling Dispatcher @	X Prior to Takeoff		
HT SCI	COUNT/MA	₹-7		light		el for training	ASTERISK W	DEPT ARPT	ELY	ELY	ELY	its of Depar	ENROUTE	ETE	1+⁺0	1+0	÷	+	•	+	+	5. METHOU)	(X)	Rior t	io ((OTHER OFFICE)
FLIG	COST-AC	_		} Mission Flight		for	ATE BY A	ORDER/ T NO.				vide poin		ATD												Minutes	
			5-289	_		sonne	INDIC	PROJECT ORDER/ REQUEST NO.				-lights, pro	DEPART FROM	ETP	0200	0815								Missississ To	O Salling		
AIRCRAFT FLIGHT REQUESI	NO.	PHONE .	F	(X) Point-to-Point Flight	NEEDS:	Transport personn	MATION:	LBS OR CU FT	175	185	305	3. FLIGHT ITINERARY (For Mission-Type Flights,	DEPA	Airport/Place	RNO	ELY									_) Agency VFR With Check-in via radio Every	
LIGHT	1. INITIAL REQUEST INFORMATION	TO/FROM:	cin/Jamie	Point-to-	MISSION OBJECTIVE/SPECIAL NEEDS:	Inspoi	2. PASSENGER/CARGO INFORMATION:	go				(For Miss	_	Airp	-	Ш						/=	() Satellite	CAA VED With Charles in Every	or () Agency	Check-in 1	
FI FI	QUESTIN	<u>o</u> ;			IECTIVE/	٦ 5	R/CARG	NAME/TYPE OF CARGO	Hrell	<u>u</u>	ylor	NERARY	H.LIM	κ Γρε.								4. FLIGHT FOLLOWING		, 48841	() FAA or	VFR With	y(ies):
3CRA	ITIAL RE	INITIAL DATE/TIME:	6/5/00	CHECK ONE:	SION OB		SSENGE	NAME/TY	Rex Luttrell	I Dunn	Ron Taylor	LIGHT IT	DEPART WITH	No. Pax	0	3		_				JGHT FO	X) FAA IFB	20 V VED	()	Agency	Frequency (ias):
AIF	<u>-</u>	INITIAL DATE/T	9	CHE	MISS		2. PA		Re	Bill	8	3, F		Date	6/2	6/2						4, FL	×		-	<u>_</u>	

HAZARD ANALYSIS AND DISPATCH/AVIATION MANAGER CHECKLIST

I. MISSION FLIGHT HAZARD ANALYSIS (fire fligh operations have been checked, have been ider	I. MISSION FLIGHT HAZARD ANALYSIS (fire flights exempt provided a pre-approved plan is in place). The following potential hazards in the area of operations have been checked, have been identified on flight itinerary map, and will be reviewed with Pilot and Chief-of-Party prior to flight:	. The following potential hazards in the area of vith Pilot and Chief-of-Party prior to flight:
☐ Military Training Routes (MTRs) or Special-Use	☐ Towers and bridges	☐ High elevations, temperatures, and weights:
All space (NICAs), Tresultation areas, etc.)	☐ Other aerial obstructions:	MAX LANDING ELEV (MSL):
Areas of nigh-density air tranic (airports); Commercial or other aircraft	Pilot flight time/duty day limitations and daylinh (darkness factors)	MIN. FLIGHT ALTITUDE AGL:
☐ Wires/transmission lines; wires along rivers or streams or across canyons	SUNRISE:	Transport of hazardous materials
☐ Weather factors: wind, thunderstorms, etc.	SUNSET	u Other:
	☐ Limited flight following communications	
II. DISPATCHER/AVIATIO	II. DISPATCHER/AVIATION MANAGEMENT CHECKLIST	III. APPROVALS
▼ Pilot and aircraft carding checked with source list and vendor; carding meets requirements; ■ Pilot and aircraft carding meets requirements; ■ Pilot and aircraft carding checked with source list and vendor; ■ Pilot and aircraft carding checked with source list aircraft cardinal c	X Means of flight following and resource tracking requirements have been identified	Note: Reference Handbook 9420 for approval(s) required.
© OR, Necessary approvals have been obtained for use of uncarded cooperator, military, or	☐ Flight following has been arranged with another unit if flight crosses jurisdictional boundaries	A. MISSION FLIGHT: HAZARD ANALYSIS PERFORMED BY:
other-government agency aircraft and pilots	and communications cannot be maintained	Chief-of-Party Signature
Check with vendor that an aircraft with sufficient capability to perform mission safely has been	☐ Flight hazard maps have been supplied to Chief-of-Party for nonfire low-level missions	B. MISSION FLIGHT: HAZARD ANALYSIS REVIEWED BY:
scneduled Scneduled Arcraft Chief-of-Party has been	K Procedures for deconfliction of Military Training Routes and Special-Use Airspace have been	Dispatcher Or Aviation Manager Signature Required
	taken	C. IF NON-FIRE, ONE-TIME (NON-RECURRING), SPECIAL
☐ All DOI passengers have received required	☐ Chief-of-Party is aware of PPE requirements.	USE MISSION, SIGNALURE OF LINE MANAGER IS REQUIRED **:
aircrait sarety training:	☐ Cost analysis has been completed and is attached	DATE:
safety briefing prior to departure;	Other/Bemarks:	
& Bureau Aircraft Chief-of-Party will be furnished		D. THIS FLIGHT IS APPROVED BY (Authorized Signature):
with a Chief-of-Party/Pilot checklist and is aware of its use		Cindy Savoie DATE: 6/1/00
		** For recurring Special-Use Missions, simplified on Special-Use Air
		Safety Plan, and not required here.
		DUOV 16 JIV

SCENARIO 6

Two air attacks have been ordered for Nevada. One will be pre-positioned in Winnemucca; the other in Battle Mountain.

One air attack with ATGS is available in Minden. The other will require ordering an air attack platform and ATGS.

A. Determine the Type of Mission (circle one)

Is the mission . . .

- Administrative
- Non-Administrative
- Tactical Fire
- Tactical Non-Fire

Reasoning:

2. Select the Ordering Process (circle all that apply)

Should you use . . .

- Flight Request
- Resource Order(s)
 - > Aircraft
 - > Helicopter
 - Overhead
 - > Equipment

NUMBER		ICY			HAZARDS		out the															Ī
4. OFFICE REFERENCE NUMBER PAA812	J523	9. JURISDICTION/AGENCY BLM	10. ORDERING OFFICE CNIDC		OTHER AIRCRAFT/HAZARDS		RELEASED Date To													ACTION TAKEN		
4. OFFICE F		9. JURISDIC	10. ORDERI				CLIE!													ACT		
			<u> </u>		RELOAD BASE		RESOURCE ASSIGNED															
ORDER N	-0105	NE NUMBI	-1555			25	RESOUF													YED To/Gram	31/01	
3. INCIDENT /PROJECT ORDER NUMBER	NV-CNC-0105	8. INCIDENT BASE/PHONE NUMBER	775-623-1555		FREQUENCY	170.025	Agency													ORDER RELAYED	<u>a</u>	
SIDENT /F	Ź	CIDENT B	77	oʻ.	Ground Contact	DC	Time													2	$\overline{}$	
3. INC				LONG.	Ground	CNIDC	St HOTH														הפק. ושני	
NAME	PORT	Base MDM			UENCY	127.225	Deliver To	WMC		ВАМ												
PROJECT	FT SUF	TWN RNG	RENCE		T FREQ	127	Needed Date/Time	8/5 0800		8/5 1000										- KEN		
2. INCIDENT/PROJECT NAME	AIRCRAFT SUPPORT	6. SEC. TM	7. MAP REFERENCE	LAT.	AIR CONTACT FREQUENCY		,	//ATGS		latform	4	55								ACTION TAKEN		
ш	8/4/00 1200	5. DESCRIPTIVE LOCATION/RESPONSE AREA			BASE OR OMNI		 	Air Attack w/ATGS		Air Attack Platform	ATGS is 0-14	NV-WID-0105										
	 -	ON/RESP	₹ ∺	TION	П		\alpha ⊢ ≻ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	-		<u>+</u>	<u> </u>	ź								10/Erom		
RESOURCE ORDER	AIRCRAF	E LOCATI	CENTRAL NEVADA DISPATCH CENTER	11. AIRCRAFT INFORMATION	DISTANCE		401.1													1		
SOUR(VIRC	SCRIPTIVE	SPATCH	RCRAFT	BEARING		Ordered Date/Time													ORDER RELAYED		
RES	* 	5. DES	3 —	11. All	BEA		Request De	A-8		6-A										13. ORD		1
							ıō∃	(T	ı	1	1	1	1	1	1	1	1	1	1	1	-1 1	 1

3. INCIDENT /PROJECT ORDER NUMBER 4. OFFICE REFERENCE NUMBER	NV-CNC-0105 J523	8. INCIDENT BASE/PHONE NUMBER 9. JURISDICTION/AGENCY BLM	775-623-1555 10. ORDERING OFFICE CNIDC		infact FREQUENCY RELOAD BASE OTHER AIRCRAFT/HAZARDS		Time Agency RESOURCE ASSIGNED CAN RELEASED AND THE TO CAN THE TO C	BOI			_					ORDER RELAYED ACTION TAKEN Date Time To/From	
3. INCIDEN	_		•	LONG.	Ground Contact		MOTH TIM									Req. No. Date	
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SCENARIO 7

An airtanker is being ordered for initial attack for a fire on the Shoshone National Forest in Wyoming.

The closest airtanker is located in West Yellowstone, Montana, and can be ordered direct due to an initial attack agreement between the units.

A. Determine the Type of Mission (circle one)

Is the mission . . .

- Administrative
- Non-Administrative
- Tactical Fire
- Tactical Non-Fire

Reasoning:

B. Select the Ordering Process (circle all that apply)

Should you use . . .

- Flight Request
- Resource Order(s)
 - > Aircraft
 - > Helicopter
 - Overhead
 - **Equipment**

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SCENARIO 8

A lead plane is being ordered for a fire outside of Grand Junction, Colorado.

A lead plane is on duty at the Grand Junction Air Center.

A. Determine the Type of Mission (circle one)

Is the mission . . .

- Administrative
- Non-Administrative
- Tactical Fire
- Tactical Non-Fire

Reasoning:

B. Select the Ordering Process (circle all that apply)

Should you use . . .

- Flight Request
- Resource Order(s)
 - > Aircraft
 - > Helicopter
 - Overhead
 - > Equipment

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SCENARIO 9

An initial attack load of smokejumpers has been ordered for a new fire in Southern Idaho.

There is a load of eight available in Battle Mountain.

A. Determine the Type of Mission (circle one)

Is the mission . . .

- Administrative
- Non-Administrative
- Tactical Fire
- Tactical Non-Fire

Reasoning:

B. Select the Ordering Process (circle all that apply)

Should you use . . .

- Flight Request
- Resource Order(s)
 - > Aircraft
 - > Helicopter
 - Overhead
 - **Equipment**

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SCENARIO 10

A smokejumper booster order has been placed to cover Battle Mountain.

They are requesting an aircraft to deliver them and remain in Battle Mountain.

A. Determine the Type of Mission (circle one)

Is the mission . . .

- Administrative
- Non-Administrative
- Tactical Fire
- Tactical Non-Fire

Reasoning:

B. Select the Ordering Process (circle all that apply)

Should you use . . .

- Flight Request
- Resource Order(s)
 - Aircraft
 - > Helicopter
 - Overhead
 - > Equipment

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